

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 12:12 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 076 Const Calendar Day: 547 Date: 09-Mar-2011 Wednesday

Inspector Name: Iranmanesh, Abbas Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Boal, Brian Approved Date: 10-Oct-13 Status: Approved

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature 7 AM 12 PM 4PM

Precipitation Condition

Working Day ☐ If no, explain:**Diary:**

Dispute

Work description.

The West Saddles Adjustment:



1. The ABF crew started the work by closing the gap between the West segment and the middle segment after closing the gap; all A325 bolts put in place and tightened.
2. The ABF crew removed all the bottom shims and loosened the nuts in order to free the whole saddle which is hanged by the set up anchor rods. .
3. The saddle adjustment took place with a combination of two rotations, slight rotation of the saddle with respect to its own axis (the tip of the saddle moved downward) and the second rotation with respect to the pier W2 wall, the west segment moved upward or simply clockwise rotation of the whole saddle. Some of the shims behind the saddle removed or added, mostly added at top and removed from the bottom.
4. The ABF crews tried to bring the saddle corners to the pre-determined points marked by the surveyors.
5. Comparing the 90mm holes at the back of the saddle and 50mm anchor bolt diameter, there is a limitation on the saddle rotation and the expected points might not be reached and consequently there are minor errors.
6. The main purpose was to make the path of the cable through the saddle smooth as much as possible at both inlet and outlet side of the saddle in other to prevent any kink (bending) in the cable.
7. The surveyors made another attempt to check the condition of the saddle after all the adjustments.
8. The alignment of the West saddle also needs to be checked with the East saddle.
9. The ABF Engineer, Levi, and the surveyors worked together to refine the saddle adjustment.

ABF Crews:

- Kubala, Jerry (IWF)
- Hernandez, walter (IWJ)
- Hernandez, Roberto (IWJ)
- Calzascia, Jonny (IWJ)
- Melgar, Felix (Laborer)
- James Allen (Surveyor)
- Bob Andres (Surveyor)

Equipment:

- Man lift

Attachment

ddrRptbyBidItem

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